

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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25X1

COUNTRY **Poland**
SUBJECT **Road Data/Bridges**

REPORT

DATE DISTR. 24 Sept 1959

NO. PAGES 1

DATE OF
INFO.
PLACE &
DATE ACQ.

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THIS IS UNEVALUATED INFORMATION

1. A loose surface, all weather road **[4909]** runs from Supraśl northeast to Krysaki. The same type of loose surface, all weather road **[4909]** runs from Supraśl south southeast to Gieliszanka. Both roads are over one lane in width and are able to absorb heavy usage. The roads are gravel surfaced and in fair condition.
2. A number of loose surface, dry weather, dirt roads **[4935]** run northeast, southeast and south of Supraśl. The dirt roads have a natural foundation of clay and occasionally are able to absorb heavy usage. The dirt roads are maintained by the villagers and farmers. The roads are over one lane in width. These dirt roads are extensively used both for inter-village communication and in hauling lumber out of the woodlands located in the Supraśl area. Whenever it rains and the roads become rutted and potholed it is best for the traveler to get off the road if possible and travel alongside. However, if there is no room alongside the dirt road then the traveler can only go over the rutted and potholed sections in the road.
3. A steel constructed bridge is located in the northern suburb of Supraśl. The bridge crosses the Supraśl river which flows northwest to southwest. The bridge is in good condition and is over two lanes in width. The bridge is capable of absorbing heavy usage.

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Polish map scale 1:100,000, Sheet N-18, AMS Series M571, Swialoc, Poland, annotated to show the roads and bridges mentioned in the report. UNCLASSIFIED]

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LIMITED

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Scale 1 300 000

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EDITION 2—AMS

EDITION 2—AMS

LEGEND

[illegible]

ISOMETRIC EQUIVALENTS



INDEX TO BOUNDARIES

CONTOUR INTERVAL: 10 METERS

CONTAIN INTEGRAL 14 RESULTS

THE LAST THREE CENTS OF THE OLD HUNDRED ARE DEDICATED
TO THOSE DEERHORN CHIPPERS WHO WISHED TO OBTAIN THE NEW

FOR ALL OTHER SPECIFICATIONS FROM THIS SHEET, REFER TO THE CENTER OF THE HOLE TO THE CENTER OF THE FIRST LINE. WHEN AROUND CORNERS, THE CENTER OF THE HOLE TO THE CENTER OF THE FIRST LINE.

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